

Tier 2

The next challenge facing the CMA is to look beyond the horizon of the current Tier 1 investment program. What should the next level of investment be in the transportation network? Assembly Bill 2928 (Torlakson, statutes of 2000) provided that all taxes on gasoline would be used for transportation purposes through 2006 (these funds are included in Tier 1). If this legislation were extended, the current formula would provide an additional \$443.8 million to Alameda County during the 25-year horizon of the plan. Funds that could be available from this source are the basis for the CMA's Tier 2 program.

In general, Tier 2 is based on funds that are possible but not necessarily guaranteed.

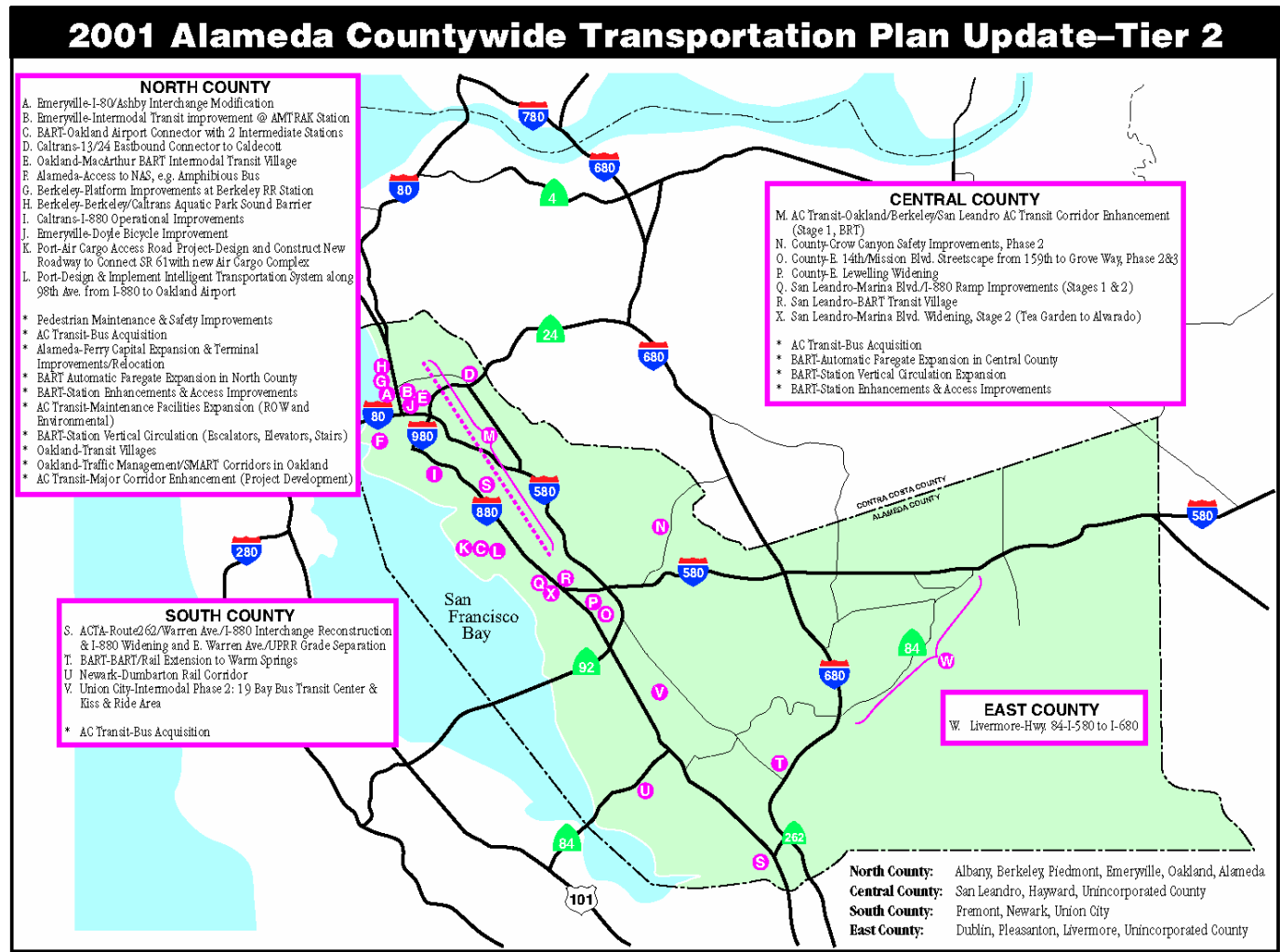
Given the amount of discretionary funds available and the enormous need in the county, many projects would not fit in Tier 1. Therefore, many projects in Tier 2 are additional stages of Tier 1 investments. In addition, several strategic expansion projects are included in Tier 2. The map that follows shows the location of Tier 2 projects. Table 6.3 lists Tier 2 projects in more detail.

Tier 3

Tier 3 is based on new revenues from sources such as a regional fuel tax and a surcharge on the toll bridges—funding sources that are less certain than Tier 2. This tier is useful as a document the CMA can use in Sacramento and Washington to advocate for new revenues with state and federal legislators. Funding for Tier 3 has been planned to either complete phases of projects in Tiers 1 or 2 or to implement new projects.

Table 6.3 provides a partial list of Tier 3 project candidates. Table 6.4 lists the projects in the CMA's "Blueprint Vision". The CMA's "Blueprint Vision" complements and expands upon the Tier 3 projects listed in Table 6.3. It is included to provide an expanded vision of what might be possible with substantial new revenues.

Figure 6.2 —Tier 2 Projects and Programs



* These projects cannot be mapped.

Table 6.4 — Blueprint Projects

	STRATEGIC EXPANSION, SYSTEM CONNECTIVITY AND FREIGHT
1	Completion of the HOV System: I-580 Greenville Road to I-680 at Santa Clara County line; I-680 to I-880; I-880 north of A Street; HOV to HOV connectors at major freeway interchanges
2	I-238 Truck Bypass
3	I-580 Truck Lanes in East County
4	Truck parking facilities
5	Inland freight rail shuttle between Joint Intermodal Terminal and San Joaquin County
6	AC Transit Oakland/Berkeley/San Leandro Stage 1-Bus Rapid Transit- completes Phase 1 “operable” segment
7	AC Transit Oakland/Berkeley/San Leandro Stage 2-Bus Rapid Transit-completes BRT
8	AC Transit Oakland/Berkeley/San Leandro corridor improvements extended to Hayward and San Lorenzo
9	AC Transit Enhanced Bus Service in major corridors: Foothill/Bancroft, MacArthur, University, Alameda, College, Hesperian, Mission, Sacramento/Market, Hollis/6th and Shattuck corridors
10	Countywide/regional system of Express Buses
11	Lifeline Transit Service
12	Transbay Terminal Improvements
13	Expand ferry network, facilities and services
14	Rail Extension in Livermore Valley (tBART, BART, ACE or other dependent upon results of study)
15	Widen I-238 to 8 lanes
16	Widen I-880 from I-238 to SR 92

17	Construct rail grade separations: Fremont-Walnut/Stevenson in Fremont, Mission/Foothill/Jackson in Hayward, and others
18	Construct intermodal transit centers: Greenville Road in Livermore, Shinn station in Fremont, BART/AMTRAK in Hayward and others
19	Broadway/Jackson Interchange Phase 2
20	I-880/SR 92 Reliever Route (Clawiter)
21	Interchange Improvements (I-580/I-680 completion, Broadway/Jackson Interchange Phase 2, Winton/I-880, A Street/I-880, Marina Boulevard ramps, I-880/Industrial Parkway)
22	Roadway widening, e.g. Marina Boulevard Stage 2 Tea Garden to Alvarado, Davis Street overcrossing
23	Roadway extensions, e.g., Polvarosa, Eden Road
24	Dumbarton Rail Corridor
25	Altamont Commuter Express Rail Expansion
26	BART Core system expansion, such as improvements at the Oakland Wye
27	Expansion of BART parking facilities
	MAINTENANCE AND REHABILITATION
28	BART Seismic Retrofit
29	Pedestrian Safety Improvements
30	Fully fund non-pavement rehabilitation and repair needs such as drainage, sidewalk and lighting facilities
31	Fund long term capital rehabilitation and replacement needs for Altamont Commuter Express
32	Bicycle and pedestrian improvements (Atlantic Avenue Corridor, Doyle Street, Jack London to Alameda Bicycle Bridge)
33	ACE Capital Replacement

SYSTEM OPERATIONS AND EFFICIENCY

34	Increase funding for transit operations
35	Operational Improvements in major freeway corridors such as the I-880 Corridor
36	Traffic Management (SMART Corridors in Oakland, Design and implement Intelligent Transportation System along 98th Avenue from I-880 to Oakland Airport)
37	Operational improvements on major arterials
	System Operations and Efficiency
38	Expanded bus priority on major arterials
	OTHER
39	Full funding for Countywide Bicycle Plan improvements
40	Increase funding for Transportation for Livable Communities/Housing Incentives Program
41	BART access improvements, station capacity expansion studies, and station upgrades associated with transit village developments
42	BART Vertical Circulation (Escalators, Elevators, Stairs) Improvements at existing stations
43	Transit Village Improvements including parking structure relocation, street realignment, sidewalk, etc.
44	Provide funding for free bus passes for low income students and seniors
45	Provide funding for traffic calming improvements
46	Conversion of all vehicles, especially buses and trucks, to clean fuel technology

**REGIONAL TRANSIT
EXPANSION CANDIDATES**

MTC approved Resolution 3357 on April 25, 2001, to establish a policy and criteria for expansion of the regional transit system. The criterion focuses on improving mobility in the most congested travel corridors and providing additional transit options for commute travel. More specific criteria has been developed for rail extensions, express/rapid bus service and ferry projects. The CMA's recommendations for the Regional Transit Expansion Program are shown below. These projects are taken from Tiers 1, 2 and 3 and from the Blueprint Vision.

1. AC Transit Berkeley/Oakland/San Leandro Corridor Bus Rapid Transit.
2. AC Transit Enhanced Bus Service in major corridors including: Foothill/Bancroft, MacArthur, University, Alameda, E. 14th Bayfair to Hayward, College, Hesperian, Mission, Sacramento/Market, Hollis/6th and Shattuck.
3. BART Connector to Oakland Airport
4. BART to Santa Clara County
5. Dumbarton Rail

6. Livermore Valley Rail (final outcome to be determined by study; options include BART, tBART, or Altamont Commuter Express Rail expansion).

**FLEXIBILITY IN THE USE
OF FUND SOURCES**

As shown in Table 6.3, projects are funded from a variety of sources. Under current law and practice, the CMA determines which projects receive federal STP/CMAQ or STIP County Share funds. The Inter-regional Improvement Program, also shown as one of the Tier 1 components, is under the discretion of Caltrans and the California Transportation Commission. The federal New Starts and bus programs are part of Tier 1 as well. Funding for Tier 2 and 3 projects is dependent on legislative action and is therefore less certain. In order to give maximum flexibility to the CMA and to stretch the STIP County Share and STP/CMAQ funds, the CMA will consider the substitution of funds among these sources on a case-by-case basis.

RELATIONSHIP OF INVESTMENT PROGRAM TO COUNTYWIDE TRANSPORTATION PLAN GOALS

Among the challenges facing the agencies responsible for investing public funds is to reflect public policy in those investments and to spend funds effectively.

How has the CMA faced this challenge? The CMA has established policies and developed the investment program described above. The next question is: Does the investment program reflect the CMA's adopted policies?

Any approach to investment faces two choices: to maintain and manage the existing system, or to expand the system. The Plan and the capital investment program reflect the underlying principle that maintenance and management of the existing transportation system is of greatest importance. The discussion that follows demonstrates that the investment program does indeed fulfill the goals set for in this plan.

In order to set the CMA's choices in context, it is important to understand what projects and programs already receive funding. The Bay region is expected to receive approximately

\$81.4 billion over the life of the 25-year plan. Ninety-one percent, or \$73.9 billion, is dedicated to previously committed projects, programs and services. Chart 6.1 shows the breakdown of these funds. The CMAs in the region receive about half of the remaining uncommitted funds. The other half is dedicated to maintenance of the system, both transit and roads, system management, and community vitality as shown in Chart 6.2.

An analysis of the CMA's investment choices shows that approximately 53 percent of the expected revenues has been set aside for management and maintenance of the existing transportation system. Investments that add capacity to the system, both transit and highways, account for 43 percent.

Chart 6.3 shows that Tier 1 investments include management, maintenance and expansion projects; and both road/freeway and transit improvements.

The CMA's goals for the *Countywide Transportation Plan* are discussed in Chapter One and have been identified in Table 1.1 in a framework for investment needs, planning and

The *Plan* and the capital investment program reflect the underlying principle that maintenance and management of the existing transportation system is of greatest importance.

legislative advocacy. Table 6.5 relates those goals to the Tier 1 investment program together with the charts above, and demonstrates the vision of the plan in “real” project and program terms. Projects and programs may address multiple goals.

The CMA has proposed a capital investment program that mirrors its adopted policies and demonstrates a commitment to transit, to the reduction of congestion and pollution, and to the maintenance and enhancement of the transportation network. All these goals are important for the individuals and organizations in the region. The capital investment plan seeks to present a balanced approach to achieving all of them.

will determine plan conformity based on the 2001 dollar values shown in this plan. Projects will also be subject to the “Timely Use of Funds Policy” and other policies, as appropriate, adopted by the CMA Board.

IMPLEMENTATION ISSUES

The timing of the funding of each project will be determined by the “Programming Cycle”, either state or federal. Each funding program has its own specific requirements for the type of project that is eligible to receive funds. Projects must meet the general eligibility criteria of each funding program. Projects must also be within the dollar amount shown in the plan. The CMA

Table 6.5 — How Tier 1 Meets Countywide Transportation Goals

Policy Goals	Increase mobility	Increase transit use and access	Improve air quality	Support economic vitality	Enhance operational efficiency	Coordinate land use and transportation
MTS Streets Pavement Maintenance	X	X			X	
Transit Capital Shortfall: BART and AC Transit	X	X	X			
Transportation for Livable Communities (TLC)		X	X	X		X
Non-MTS Pavement Maintenance	X	X	X	X		
Corridor Management Program			X		X	
Soundwalls				X		
Express Bus Program (bus purchase)	X	X	X		X	
Pedestrian Maintenance and Safety Improvement	X	X	X			
<i>San Pablo Ave Corridor</i>						
• Bus Rapid Transit Improvements	X	X	X	X	X	
• Gilman/I-80 Improvements	X				X	
• I-80/Ashby Interchange Modification	X					
• Intermodal transit improvement at AMTRAK station		X			X	
Oakland/Berkeley/San Leandro AC Transit Corridor Enhancement (Stage 1, BRT)	X	X	X		X	

Policy Goals	Increase mobility	Increase transit use and access	Improve air quality	Support economic vitality	Enhance operational efficiency	Coordinate land use and transportation
Major Corridors Enhancement	X	X	X		X	
AC Transit Bus Acquisition		X	X			
Ferry Capital Expansion and Terminal Improvements and Relocation	X	X	X			
Tinker Avenue Ext. from Main St. to Webster and Constitution Way, construction of College of Alameda Transit Center	X	X				
SR 260 to I-880 Connection Imps					X	
AFC Expansion (faregates at BART stations)		X			X	
BART Oakland Airport Connector with two intermediate stations	X	X	X	X		
Bicycle/Pedestrian Overcrossing Access Improvements	X		X			
Mandela Pkwy Extension, Oakland widening, left turn pockets and signal	X				X	
42nd and High Interchange	X				X	
MacArthur BART Intermodal Transit Village Parking		X	X	X		X
Broadway/Jackson Interchange	X				X	
Langley St. Realignment / SR 61 Improvements	X				X	

Policy Goals	Increase mobility	Increase transit use and access	Improve air quality	Support economic vitality	Enhance operational efficiency	Coordinate land use and transportation
Oakland Downtown Intermodal Transit Center	X	X	X		X	
SR 238 Bypass 4-lane Expressway Stages 2 and 3	X					
I-580 Westbound/SR 238 Bypass Connector	X				X	
Crow Canyon Safety Improvements					X	
Marina Blvd. Widening	X			X		
San Leandro BART Transit Village		X	X	X		X
Rte. 84 SB HOV lane extension from Newark Blvd. to I-880	X				X	
Grade Separations at Washington Blvd/Paseo Padre at UPRR tracks					X	
Express Bus Services/Dumbarton Corridor Improvement	X	X	X			
Route 262/Warren Ave/I-880 Interchange Reconstruction and I-880 Widening and E Warren Ave/UPRR Grade Separation	X	X				
BART/Rail Extension to Warm Springs	X	X	X			
ACE Capital Rehabilitation and Station and Track Improvements	X	X			X	
Central Ave. RR overpass at UPRR, environmental and design	X					
Thornton Avenue widening	X					

Policy Goals	Increase mobility	Increase transit use and access	Improve air quality	Support economic vitality	Enhance operational efficiency	Coordinate land use and transportation
Union City Intermodal/BART Tunnel /11th and Interim Parking, Phase 1	X	X				
Union City Intermodal/19 Bus Transit Center and Kiss –and-Ride Rd. Phase 2	X	X				
Union City Boulevard Widening	X					
East DPX BART Transit Village Parking	X	X	X	X		X
West DPX BART Station	X	X	X	X		X
I-580 HOV (Tassajara to Vasco)	X	X	X			
I-580 Isabel Interchange (Hwy 84)	X					
Vasco Road Safety Improvements	X					
Dublin Blvd Widening (Village Pkwy to Sierra Lane)	X					
LAVTA Satellite Facility					X	